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Inter-Office Communication

Planning & Development Services
Planning Division/Current Planning Section
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Item No. 2

TO: City Plan Board

DATE: Sept. 21, 2009

FROM: Planning Department Staff

SUBJECT: **Petition PB-09-84:** Kimley-Horn and Associates, Inc., agent for S. Clark Butler Properties, Ltd. (Butler Plaza PD) Rezone property from Alachua County Automotive Oriented Business (BA), Retail Sales, and Services (BR), Highway Oriented Businesses (BH), Manufactured/Mobile Home Park (RM), Manufacturing and Services Industrial (MS), Residential Multi-Family (R-2), Residential Multi-Family (R-3), Residential Single Family (R-1C), Residential and Professional (RP) to City of Gainesville PD (Planned Development District) to allow commercial, office and residential uses. Located between Southwest Archer Road and Southwest 24th Ave., and between Southwest 40th Blvd. and Southwest 34th St. Related to Petition PB-09-74 LUC.

Recommendation:

Approve Petition PB-09-84 with the 'PD Report', 'PD Layout Plan' and other associated maps, subject to the conditions in this report.

Explanation:

The proposed 'Butler Plaza' Planned Development totals approximately 264 acres, and is located generally on the north side of Archer Road and to the west of SW 34th Street. The subject property extends all the way north to the newly constructed SW 24th Avenue, and in one location reaches all the way to Interstate 75 to the west. Over the last 30 years or so, the 108 acres of this property that are located between Archer Road and Windmeadows Boulevard have gradually developed into a large commercial center. This center contains over 1 million square feet of commercial retail uses which are contained in several adjacent shopping plazas and multiple outparcels located along Archer Road. This existing development in its entirety is referred to simply as Butler Plaza, and is accessed by a series of streets and private access drives that connect from Archer Road northward to Windmeadows Boulevard.

Until recently, this commercial center and the surrounding area remained outside of the city limits of Gainesville. It was part of a larger annexation that was officially adopted on April 28, 2008, and the present Alachua County land use designations and zoning districts are now required to be updated to City of Gainesville designations within one year. In the instance of Butler Plaza, the petitioner is initiating the land use change and rezoning for their property, rather than waiting for the City to address this as part of a comprehensive approach to the area. This PD rezoning is associated with a Comprehensive Plan amendment (Petition PB-09-74) that will change the land use designations to 'PUD' and 'Commercial' and will adopt specific policies that apply to development in this area. This Planned Development should be consistent with all aspects of that proposed amendment.

Within Alachua County, the subject property includes approximately 118 acres of 'Commercial' land use designation, 63 acres of 'Industrial', 2.4 acres of 'Institutional', 67 acres of 'Medium High Density Residential', and 17 acres of 'High Density Residential'. The proposed land use change and PD will essentially remove the previous Industrial and Institutional designations and will allow commercial and office uses throughout the property, as well as up to 1000 residential units. The existing residential land use designations within Alachua County would allow for the development of nearly 1200 multi-family units on the property. Much of the subject property is also located within the County's SW 34th Street/Archer Road Activity Center/Special Area Study. The Alachua County Comprehensive Plan includes separate policies that apply to this study area, and which deal primarily with specific transportation improvements and access issues. In Alachua County, development within any activity center would also have to be consistent with the Policies 2.1.5 through 2.1.13 of the Future Land Use Element. These policies would require that this activity center be developed or redeveloped as a compact, multi-purpose center with a mixture of uses and with the inclusion of civic and open spaces. Also addressed in these policies are certain approaches to vehicular access, site and building design, and the arrangement and treatment of parking facilities.

The current Alachua County zoning districts for the site include Automotive Oriented Business (BA), Retail Sales and Services (BR), Highway Oriented Businesses (BH), Manufactured/Mobile Home Park (RM), Manufacturing and Services Industrial (MS), Residential Multi-Family (R-2 and R-3), Residential Single Family (R-1C), and Residential and Professional (RP). The majority of the area between Archer Road and Windmeadows Boulevard has commercial zoning (BR and BA), while the rest of the subject property is generally a mixture of industrial and residential zoning. The former site of the mobile home park has an RM zoning district, which is actually inconsistent with the underlying land use designation of Medium-High Density Residential.

The existing uses surrounding the site include commercial areas to the south across Archer Road, multi-family residential to the north, some light industrial development to the west along I-75, and multiple hotels to the southwest near the interstate exit. The University of Florida campus is located directly to the east across SW 34th Street, and other commercial areas currently exist along this stretch of 34th Street. Much of the surrounding area to the north and west was part of the recent annexation, and includes Alachua County zoning industrial zoning districts near the interstate and R-3 zoning (allowing 14-24 units per acre) to the north. A large region to the north along both sides of SW 24th Avenue is part of the 'Urban Village' study area, which is proposed to have very high density, mixed-use new development and redevelopment. The location and the number of units for existing residential development within 1/4-mile are shown on Page 59 within the Planned Development Report. As this map illustrates, there are a total of 2,231 multi-family units within immediate proximity to the new commercial areas proposed as part of this PD.

The overall arrangement for proposed streets and new development is shown on the PD Layout Map, which is on Page 13 of the PD Report. The map shows several different types of development districts – Town Center, Village Retail, Destination Retail, Frontage Commercial, Office Park, and North Edge – displayed with different colors. The proposed configuration of new streets is also shown, and the location of large shared stormwater facilities. The map depicts SW 62nd Boulevard running northwest across the site, where it is then planned to continue northward across SW 20th Avenue and will eventually provide a major north-south connection between the commercial centers of the Oaks Mall and Butler Plaza. SW 38th Terrace is proposed to connect to SW 24th Avenue and then run east-west across the new Butler Plaza development area toward the interstate. The existing SW 42nd Street, which runs from Archer Road to the south, will be realigned so that it intersects with SW 62nd Boulevard. The map indicates that SW 62nd Boulevard and the new portion of SW 42nd Street will be dedicated to the public, and that all other proposed streets are will remain private. The various districts indicate the locations where buildings and parking may be constructed on the site, and these are divided into smaller areas that outlined on the PD Layout Map. The acreage and the allowable gross leasable square footage within each of these areas is shown within a table. The locations and required type of street buffers and compatibility buffers are also displayed on the PD Layout Map. The existing Butler Plaza commercial center is divided into six areas, and the triggers for redevelopment to meet the existing Land Development Code standards are based upon these six areas. The PD Layout Map also illustrates the existing vehicular system within the existing Butler Plaza.

A Conceptual Site Plan is included on Page 14 of the Planned Development Report, but should not be considered as an enforceable document related to this PD rezoning. This site plan simply represents the petitioner's vision for the development and demonstrates how the proposed PD regulations could be implemented on the site. There are, however, several other maps included within the report that should be officially adopted as part of this PD ordinance:

- Typical Sections for streets (pp. 15-17) – Sections A, B, and C show the proposed design widths for travel lanes, turn lanes, on-street parking, bicycle lanes, and sidewalks along the larger streets within the development. Street trees are proposed within grates along all of these street types, but staff is recommending that the trees be located in 8'-wide tree lawns at least on the public streets. Section D shows the 'Main Street' that runs through the middle of the Town Center, and this section depicts the proposed relationship between buildings and the street, and includes arcades, sidewalks, street trees, with a pedestrian plaza in the middle. Sections E and F show the 'Private Access Street', which includes on-street parking and a center median, and 'Private Access Drive', which will have sidewalks running along one side and provide access directly into parking lots on the other side. In combination, these smaller private streets and drives will create a smaller grid for vehicular travel within the Town Center district. The section type for each of the proposed new streets is noted on the PD Layout Map. It should be noted that SW 62nd Boulevard has already been designed and approved by the MTPO, and therefore is not included as a street section in the Planned Development Report.
- Infrastructure Phasing Map (p.18) – This map indicates three major phases for development within this PD. Phase 1 is shown to include the Destination Retail and Village Retail areas, and will also include the common stormwater facilities and the construction of the three major streets in the development (SW 62nd Boulevard, SW 42nd Street, SW 38th Terrace). Phase 2 is for the Town Center and Phase 3 includes

the Office Park and North Edge districts and some remaining Frontage Commercial at the northern end of the development. This PD is not proposing time limits on these phases of development, but has proposed an anticipated build-out date of 2030. Staff is recommending a condition that the PD will expire within 5 years of adoption, which will be much earlier than 2030.

- Bicycle, Pedestrian, and Vehicle Circulation Maps (pp. 34-36) – The bicycle and pedestrian maps show the proposed sidewalks and bike lanes that will be established as development progresses within this PD, as well as the existing facilities and how they will be connected. The Vehicle Circulation map shows all public and private streets and parking access drives within the new development area and illustrates how vehicles will travel and access the commercial uses.

The PD Report outlines proposed development standards and permitted uses within the different development districts. The district standards include lists of allowable uses and the maximum development intensity for those uses within each district, as well as regulations for building height, setbacks and build-to lines, maximum building footprint, parking standards, and required open space area. The PD District Standards Table (p. 20) displays most of these standards in a concise format, while other standards are contained within the narrative section that describes regulations for the PD generally and for each of the individual districts. It should be noted that the standards that are provided for the 'Existing Retail' district are very minimal, and are really only sufficient to allow review of small outparcel redevelopment within the existing Butler Plaza. Staff has recommended to the petitioner that a more extensive 'Redevelopment Plan' be provided for the existing commercial center, and a recommended condition will require this plan to be provided within one year of the final adoption of the PD.

The Butler Plaza Planned Development proposes unique standards for signage, and so a separate section within the PD Report is included to address sign regulations (pp. 51-57). A Site Signage Plan displays the proposed locations of individual freestanding signs and their type, and there is a table (pp. 52-54) that displays the size and height of the proposed signage. The report does not request any variation from the Land Development Code for building signs, but does propose an alternative approach to the regulation of freestanding site signage. The need for such a proposal results from the fact that the City's standard sign regulations are not designed to address a single commercial development of this size. At the suggestion of Planning staff, the site signage for this PD is based upon the 'Area' in which it is located, as shown on the PD Layout Map, and is calculated based upon the street frontages of that 'Area'. This approach may be suitable, but staff has identified several signs that are currently shown on the plan that should not be permitted based upon this strategy. In addition, the petitioner is proposing to increase the maximum height of monument signs from 10' to 14', and staff is recommending a condition that would limit all signs to the standard height and area allowances in the Land Development Code. The Site Signage Plan also indicates an I-75 sign at the western end of the development, and staff has determined that this sign would not be permitted and far exceeds the allowed square footage for such a sign. Finally, the Landmark ID sign (p. 57) is a type and size of sign that would not be allowed under the Land Development Code, and there are recommended staff conditions that address this type of proposed sign within the PD.

The section of the report that is entitled 'Sign Regulations – Butler Plaza West, Central, One, and East' (p. 37-50) should not be considered for review or approval at this time. Staff is recommending that the sign standards for the existing Butler Plaza development be handled at a later date as part of the comprehensive 'Redevelopment Plan' for that area.

PD Zoning District:

The PD zoning district was established specifically to allow for unique proposals which are not provided for by the standard zoning districts. The minimum requirements within Section 30-213 define the reasons that are needed to justify a rezoning to the planned development district. This section states that a rezoning to PD must meet one or more of the following:

- (1) *Unique and promoted by comprehensive plan. The proposed development is unique. Although it does not fit within an existing zoning district, it is consistent with the city comprehensive plan, except it may require a land use change. Other options available under the existing zoning districts in the land development code would not allow the use and associated design elements of the proposed project.*

NA.

- (2) *Size, scale, complexity and design. The proposed development is of such size, scale, complexity, and/or unique design that it would be inconvenient and inefficient to process such a proposal outside the PD process.*

The size of the Butler Plaza development area and its function as a regional commercial center make it most appropriate for it to be considered as a Planned Development rezoning proposal. The Planned Development process allows the City to better regulate the potential effects on the local and regional infrastructure and also to coordinate the layout of the street system and other components of the development. Since a Planned Development can be conditioned, the unique relationships between this development and the surrounding fabric of the City may be more adequately addressed. There is also the desire of the petitioner to pursue a certain organization of development and to clearly define the character and function of the different areas within the development, and a PD allows for the structuring of such district-based regulations.

- (3) *Specialized compatibility and design characteristics. The nature of the proposed use at a specific site requires specialized design characteristics to preserve and protect neighborhood character, environmental concerns and other concerns unique to the immediate area, consistent with comprehensive plan policies.*

NA.

According to Section 30-216 of the City's Land Development Code, a proposal to rezone to the PD district shall consider the following:

Conformance with the Comprehensive Plan. The proposed planned development amendment is consistent with the City's Comprehensive Plan, particularly with Goal 2 of the Future Land Use Element, which is to "Redevelop areas within the City, as needed, in a manner that promotes quality of life, transportation choice, a healthy economy, and discourages sprawl". All of the proposed uses in the development districts will be allowed by the PUD and Commercial land use designations that will be adopted as part of the associated Comprehensive Plan amendment (PB-09-74). Other elements included within the PD Report are consistent with the specific policies that will apply to the Butler Plaza development area, or they are addressed with the

PD conditions recommended by staff. Any future development within Butler Plaza will have to be consistent with these policies and other applicable policies of the Comprehensive Plan. This proposal is also consistent with the general objectives for the Planned Development District in Section 30-211(b). Within the attached PD Report, the petitioner has provided a complete analysis of the consistency of their proposal with the requirements for a PD in the Land Development Code (pp. 60-64).

Concurrency. The development is located within Zone M of the TCEA. At the development plan stage, any redevelopment of this property will be required to meet the applicable Concurrency Management Element standards. The existing site is served by the central water and sewer systems, although Gainesville Regional Utilities has indicated that the developer will likely be required to provide upgrades to these facilities in order to serve the new development.

Internal Compatibility. Development on the site will be comprised primarily of commercial and office uses, and may also include up to 1000 residential units. Internally, these uses will be separated by streets and areas dedicated to common stormwater facilities, as shown on the PD Layout Map. The layout is proposed in a way that considers the relationship between the different types of commercial and office uses allowed by the PD. However, the proposal does not include specific locations for residential units, so it is difficult to evaluate the internal relationship between residential and other allowed uses. Also, no specific measures have been included in the PD regulations to address the way that the internal residential uses on the site will be designed or effectively integrated with other components of the development.

External compatibility. The site is adjacent to other commercial centers, industrial uses, hotels, and multi-family residential areas. Development within this PD, for the most part, will be separate by major roadways from adjacent developments. The subject property directly abuts Windmeadows Condos to the east, and several single-family homes that remain along SW 33rd Place. Standards in the Planned Development Report and in recommended conditions from staff will address the compatibility of commercial uses with this existing residential development.

Intensity of Development. The proposed development on the site is of a density and intensity that is consistent with the limitations in the Comprehensive Plan. The requested planned development district will increase the allowed commercial intensity on the site, but will allow for a decrease in the number of permitted residential units.

Usable Open Space. Minimum requirements for usable open space are prescribed for the various development districts within the PD. Staff is also proposing a condition that will require a small public park to be established on the northern end of the site near SW 24th Avenue.

Environmental Constraints. The site is not constrained by any significant environmental features. There are a number of valuable heritage trees on the site, which will be partially protected through recommended conditions of the PD.

Internal and External Transportation Access. Staff is of the opinion that the proposed bicycle and pedestrian systems within the new development areas of Butler Plaza will provide adequate access for these modes of travel within the proposed

development. These pedestrian pathways and bike lanes will also allow effective travel through the new development. External pedestrian connections have been proposed to Windmeadows Condos and across SW 24th Avenue to the residential uses to the north. However, there is an overall lack of both sidewalks and bike lanes within the existing Butler Plaza development, and as a result there are missing links between the street sidewalk system on Archer Road and SW 34th Street and the proposed new development area. The Redevelopment Plan for the existing commercial center will be required to address specific measures to improve the existing bicycle and pedestrian transit facilities in Butler Plaza.

Range of Transportation Choices. The Butler Plaza Planned Development is proposing a modified grid street system with three major roadways that will cross through the development (SW 62nd Boulevard, SW 38th Terrace, and SW 42nd Street). Parking will be provided at 4.5 spaces per 1000 square feet of development, which is actually less than the standard requirement for this type of development in the Land Development Code. Outside of the existing developed areas along Archer Road, the PD is proposing a complete system of bicycle and pedestrian facilities. Bicycle parking will be provided according to the standard Land Development Code requirements. A major transit transfer station and two park-and-ride lots will be provided within the boundaries of the PD. Facilities will be available to access the site via public transit, automobile, bicycle, or by foot.

Transportation Analysis:

The Butler Plaza land use amendment area consists of both developed and undeveloped parcels. The petitioner has estimated that development in the undeveloped area will generate 25,367 average daily trips and 2,424 p.m. peak hour trips. In analyzing the trip generation difference between the existing land uses in the undeveloped area and the proposed land uses, the petitioner notes that the proposed development will generate approximately 4,019 additional average daily trips with a net reduction in p.m. peak hour trips due to the change from the current land use. If and when residential development occurs in Butler Plaza, there are opportunities for internal capture of trips and an associated reduction in vehicle miles traveled due to the combination of retail, housing, and office opportunities.

Staff recognizes that new development in Subareas 2 and 3 will have a regional component to the trips generated. This is especially true for the destination retail uses proposed in Subarea 2. The City has had ongoing meetings and communications with Alachua County and the Florida Department of Transportation (FDOT) concerning these regional transportation impacts. Policies related to mitigation of regional transportation impacts have been incorporated into the Comprehensive Plan amendment.

The development is located in the citywide Transportation Concurrency Exception Area (TCEA) in a zone designated Zone M, which is a multimodal TCEA zone. The policies and standards for mitigation in this zone recognize that congestion in the area cannot be resolved with traditional roadway level of service. Alternatively, the zone establishes requirements for a mix of solutions that include: alternative roadway construction as

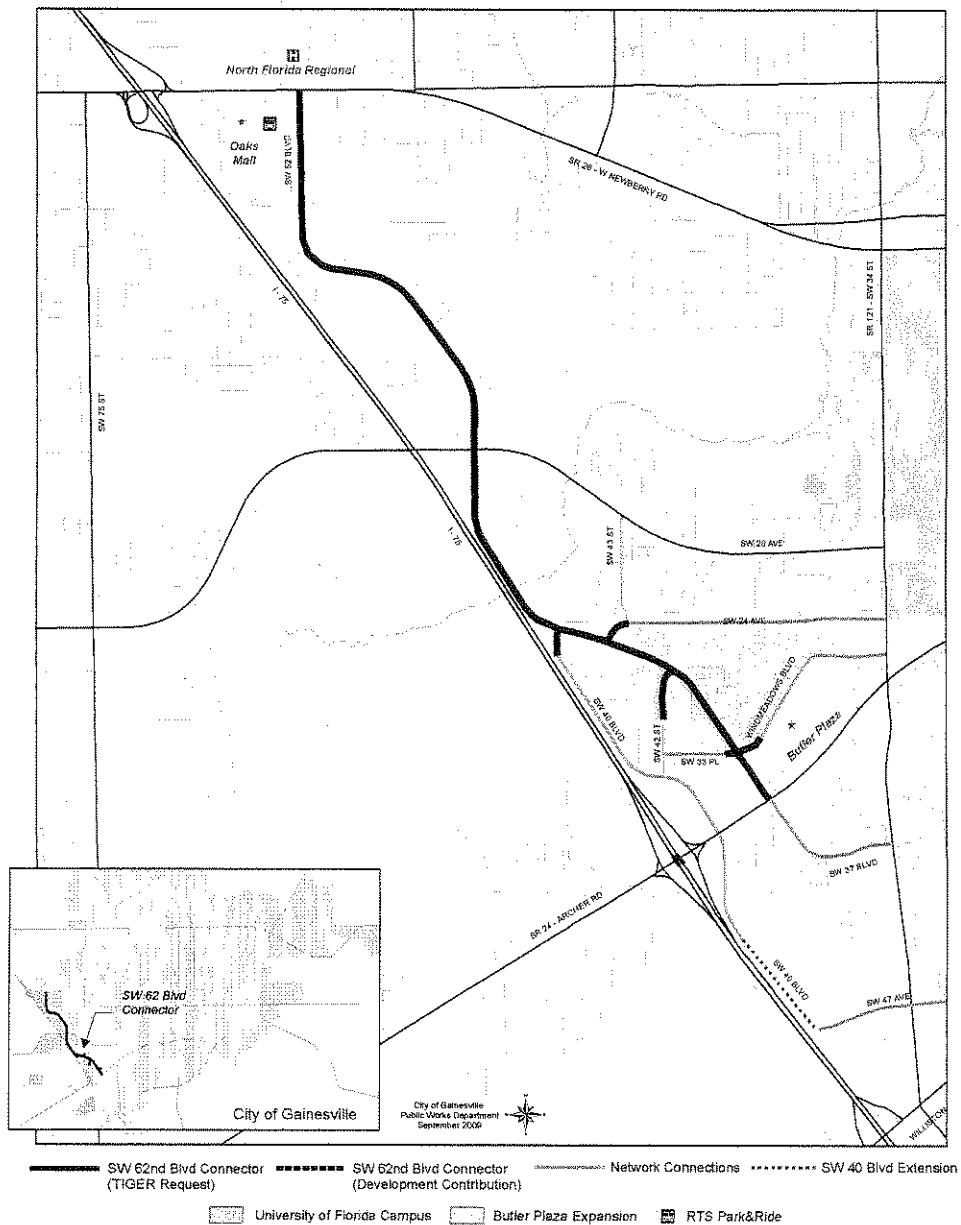
reliever roads for congested facilities; transit (including bus rapid transit and a transit transfer station); added pedestrian facilities, park and ride facilities and smart bus bay facilities. The developer will be required (per a policy established in this Comprehensive Plan amendment) to execute an initial TCEA Zone M Agreement for provision of required Zone M standards. The developer's requirements will be based on the proportionate share impact of the development on roadway facilities. It is further anticipated that the developer, as future phases of the development occur, will sign additional agreements with the City for provision of Zone M standards related to the relevant development phase.

In addition to the transportation impacts related to level of service and congestion, there are operational and safety impacts of the development. These operational and safety site related impacts must be funded by the developer, and these do not count toward meeting required TCEA Zone M standards.

In analyzing crash data from January 2004 through December 2006, there are already significant crash rates above the national average on the segment of I-75 from Archer Road to Newberry Road, including crashes at the interchange ramps. There are also significant crash rates on Archer Road, Newberry Road, SW 34th Street, SW 20th Avenue, SW 40th Boulevard, SW 42nd Street, and SW 43rd Street. Additional trips generated by the development can be expected to increase crashes and other operational and safety issues on these roadways. The development will be required to make site-related operational and safety modifications to lessen the impacts on facilities.

The City has already submitted a grant application to the USDOT for the extension of SW 62nd Boulevard, which will create a new connector between Newberry and Archer Roads, and will be an alternative route to I-75. The grant is a Transportation Investment Generating Economic Recovery (TIGER) grant under the American Recovery and Reinvestment Act (ARRA). At the latest, the City will know the status of the grant application by February 17, 2010. The proposed alignment and configuration of the road was approved by the Metropolitan Transportation Planning Organization (MTPO) on March 2, 2009. The road design consists of four general purpose lanes plus two additional lanes in the median for bus rapid transit. Bicycle parking and storage facilities will be provided at bus rapid transit stations and park-and-ride facilities. The adopted alignment for this road is shown on the following page, and the proposed PD Layout Map is consistent with this road alignment.

**SW 62nd Blvd Connector
Adopted Alignment**



Part of the developer's TCEA mitigation will be construction of a portion of the proposed SW 62nd Boulevard extension. An analysis performed by HNTB indicated that an average congestion reduction in the range of 2% to 11% is anticipated as a result of this project. The highest congestion reduction is on SW 20th Avenue (11%), with a 2% reduction shown on I-75 between Archer Road to Newberry Road. As redevelopment occurs in the Butler Plaza Subarea 1 section, measures should be taken to ensure that the configuration of SW 62nd Boulevard extension from Windmeadows Boulevard to Archer Road is consistent with the approved design for the northern section of the road.

PD Conditions:

Staff recommends the following conditions for approval for the Butler Plaza Planned Development. Prior to adoption of the ordinance for this Planned Development, a new Planned Development Report and PD Layout Map shall be submitted which are consistent with these conditions.

Condition 1. *The planned development shall be valid for a period of five years from the date of final adoption of the ordinance. The City Commission may grant an additional extension, of up to two years, if a request for good cause is filed in writing with the Clerk of the Commission at least 60 days prior to the expiration date. The City Commission shall be the sole arbiter of good cause and its decision shall be final. The development order approved by this PD Ordinance shall expire and be deemed null and void after the five year period, unless an extension is granted by the City Commission. If any time period expires with no extension being requested or granted and the development order is void, then the City will designate other appropriate zoning consistent with the Comprehensive Plan.*

Condition 2. *Development within the Butler Plaza PD boundaries shall be developed and regulated by the Land Development Code, except where the standards in the PD District Standards or on the PD Layout Map and other adopted maps specifically deviate from those development guidelines.*

Condition 3. *Within one year of the adoption of the ordinance for this Planned Development, a Redevelopment Plan shall be adopted for the 'Existing Retail' area, as shown on the PD Layout Map. This plan shall include, at minimum, the appropriate design standards for all new development, a proposed street grid system that reflects a maximum block perimeter of 2000', street sections, bicycle and pedestrian facilities, parking requirements, landscaping standards, zoning standards including build-to lines, appropriate design standards, and sign regulations. The plan shall also include specific measures for redesign and/or reuse of existing destination retail uses within the existing Butler Plaza developed area. Prior to the final adoption of this Redevelopment Plan as an amendment to the Planned Development, all development must meet the standards for build-to lines, building orientation, building articulation, landscaping, and parking found within the Central Corridor Overlay District.*

Condition 4. *The allowed uses within each district shall be those listed within the PD District Standards table in the PD Report, with the following amendments.*

- a. In the Frontage Commercial district, drive-through facilities shall only be permitted within subarea 2.*
- b. All drive-through facilities shall be prohibited from the Village Retail and Town Center districts.*
- c. Automobile sales shall be an allowed use only within the Existing Retail district (Subarea 1), and only in locations that were zoned 'BA' within Alachua County. These areas shall be designated on the PD Layout Plan.*
- d. Outdoor sales and display, and outside accessory display and storage shall only be permitted consistent with general provisions for business districts in Section 30-67.*

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- e. The 1000 permitted units of residential development shall be permitted to be developed anywhere within the Butler Plaza PD. There shall be no maximum number of residential units allowed within each district, but the total number of units developed in the PD may not exceed 1000.
- f. Within the area shown for SWF 1 and SWF 2 on the PD Layout Map, communication towers shall only be permitted in accordance with the review process and criteria outlined in Section 30-98, and must be either camouflaged or monopole towers consistent with this section.
- g. Common stormwater facilities shall be located within the areas shown on the PD Layout Map; stormwater facilities serving individual buildings or developments are allowed uses within all districts, but shall only be constructed to serve development within that district.

Condition 5. All principal buildings and associated off-street parking areas shall be located within the areas denoted on the PD Layout Map as Town Center, Village Retail, Destination Retail, Frontage Commercial, Office Park, and North Edge Districts. Commercial development within each area shall be limited to the maximum gross leasable square footages listed on the PD Layout Map.

Condition 6. The development of streets shall be consistent with the locations and street types as depicted on the PD Layout Map, and with the typical street sections shown in the Planned Development Report. High quality shade trees from the Gainesville Approved Tree List shall be planted in the locations shown within each type of street section, at a minimum of every 50' on average along SW 38th Terrace (Sections "A" and "B") and the Local Commercial Streets (Section "C"), and every 35' on average along the Private Main Street (Section "D"), Private Access Streets (Section "E"), and Private Access Drives (Section "F"). In no case shall the distance between street trees exceed 60'. All street trees shall be 2" minimum caliper at the time of planting and shall be of a variety which will grow to an average mature spread of 20 feet or greater, unless a columnar variety is approved during development plan review. The street trees shall be included in tree lawns at least 8' in width (rather than tree grates) on all public streets within the PD. Tree grates should be a minimum of 3' wide by 6' long, and trees shall be planted no closer to the streets than allowed by the Local Governments Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways. Where required street trees are located adjacent to buildings, arcades, or other structures, they should be provided sufficient space to allow for the canopy of the shade tree to reach at least half of the dimension of the Mature Urban height as indicated on the Gainesville Approved Tree List. Street trees shall also be consistent with the requirements in the Concurrency Management Element of the Comprehensive Plan.

Condition 7. Private Access Drives (Street Section "F" in the PD Report) shall only provide access to parking lots along one side of the drive, and shall provide no more than one access to a parking lot for every 100 linear feet of the drive.

Condition 8. With each development plan within the Butler Plaza PD boundaries, the appropriate vehicular, pedestrian, and bicycle facilities shall be provided in the general locations shown on the Bicycle Circulation, Pedestrian Circulation, and Vehicle Circulation maps in the Planned Development Report.

Condition 9. The full extents of SW 62nd Boulevard, SW 42nd Street, and SW 38th Terrace within the Butler Plaza PD site shall be dedicated as public streets following construction and approval by Public Works. All private streets that are classified as Typical Section "A", "B", or "C" on the PD Layout Map shall be constructed and maintained as if they are public rights-of-way. Consistent with the Infrastructure Phasing Map, the first development phase shall require the construction of all of these streets as part of that development.

Condition 10. SW 38th Terrace shall be constructed according to Typical Section "B" to the western extent of 'Area DRI', and the PD Layout Map should be amended to reflect the construction of this street to that point.

Condition 11. There shall be no direct access to Southwest 62nd Boulevard for individual businesses or out parcels. All access to individual developments or uses shall be from an internal road network.

Condition 12. With the development of 'Area TC3', at least one direct vehicular access should be coordinated with the Windmeadows Condos development to the east. At minimum, easements shall be provided in the appropriate locations to allow for the future establishment of vehicular access at the time when the adjacent property owner is willing to allow for such connections.

Condition 13. With the development of 'Area DRI', the possibility should be explored for a vehicular connection to SW 29th Avenue to the west. At minimum, this development should be designed in a way that allows for the potential connection to be established in the future, as properties to the west are redeveloped.

Condition 14. Parking requirements may be reduced below the prescribed 4.5 spaces per 1000 square feet of development, in order to encourage alternative modes of travel and to reduce the amount of surface parking. Parking may not exceed the prescribed amount for any single development, unless it is providing shared parking spaces for adjacent developments. Parking spaces provided in a parking structure shall not count against the maximum number of allowable parking spaces when the parking structure is replacing surface parking area. When facing a street, the first floor of a stand-alone parking structure shall contain office or retail uses that line at least 50% of the first floor facade. Structured parking that is integrated with and connected to commercial, office, or residential buildings shall not be required to contain office or retail uses. The first floor of all sides of parking garages shall meet the articulation standards for the district in which they are constructed.

Condition 15. On-street parking spaces shall be provided, where feasible, along SW 38th Terrace where it is adjacent to the Town Center, along the Main Street in the Town Center, and along the Private Access Streets and Private Access Drives where they are adjacent to commercial buildings.

Condition 16. A minimum of two stories shall be required for all buildings located on either side of the Main Street in the Town Center and for all buildings along SW 24th Avenue. The second story for these buildings must provide at least 75% of the usable floor area of the first story.

Condition 17. A 20' minimum building separation shall be required between residential and commercial uses within the PD, except where these uses are integrated within a mixed use building.

Condition 18. An 80' minimum setback shall be required from commercial use to residential uses adjacent to the PD boundaries; this required setback shall apply to buildings as well as service areas.

Condition 19. An active City park shall be provided between SW 24th Avenue and the Town Center, along the northern end of the PD. This park shall be designed to serve the existing and proposed residential areas to the north of SW 24th Avenue, and shall include playground equipment, a splash pad, or other park amenities. Development of this park must be included with the proposal for development within 'Area TC1'.

Condition 20. A 10'-wide offstreet bicycle and pedestrian path shall be provided along the northern end of the development, parallel to SW 24th Avenue. This multi-use path shall be integrated into the stormwater areas and the active park area, and shall run from the intersection of SW 62nd Boulevard and SW 24th Avenue to the easternmost extent of the PD. Sidewalk connections shall be provided from this path to adjacent developments.

Condition 21. A pedestrian promenade shall be constructed that connects the destination retail use in 'Area DR2' to the destination retail use in 'Area DR1', through the Village Retail district (Areas VR1 and VR2). This promenade shall provide continuous open space, shade trees, and wide sidewalks along its length. Safe mid-block pedestrian crossings shall be provided across the intervening streets, directly at the points where the pedestrian promenade intersects with these streets.

Condition 22. With the development of Area TC1, TC2, or TC3, whichever occurs first, two raised crosswalks, consistent with the City's Public Works standards, shall be provided across SW 38th Terrace on either side of its intersection with the Main Street Town Center.

Condition 23. Prior to the completion of Phase 1 of the development, at least one mid-block textured pedestrian crosswalk (with curb ramps) shall be constructed across Windmeadows Boulevard in order to provide safe connection from the Windmeadows Condos development to the existing Butler Plaza development to the south. The design and location of this crosswalk shall be coordinated with the City's Planning and Public Works Departments.

Condition 24. At least 25% of the high quality Heritage Live Oaks that are located on the site shall be preserved through the development process. Trees that are located within proposed or existing street rights-of-way shall be included in this calculation. Prior to approval, each development plan shall meet this requirement on the site, or shall demonstrate that the minimum 25% standard has been met when all previous developments within the PD are also considered.

Condition 25. Where the required 8'-wide planting strips will not be provided between head-to-head parking rows, an alternative proposal to provide the combined planting areas must be proposed during development plan review. The alternate landscaped area must be located within or adjacent to the vehicular use area, and an equivalent planting area and number of shade trees must be proposed. In no case

shall there be more than two consecutive sets of head-to-head parking rows without a planting strip. Approval shall be subject to the determination of the reviewing board that the modified proposal will provide a level of shading within the paved parking areas that is at least equivalent to what would be provided under the standard Land Development Code requirements.

Condition 26. The General Landscaping standards that are included in the PD Report for each district should be combined into one general set of standards, and the following statements should be added to these standards: "Landscaping is a viable indicator of quality development and should be an integral part of the project, defining major entryways and vehicular and pedestrian corridors, and serving to screen parking and service areas from the street and adjacent uses. Tree species used for landscaping must be chosen from the Gainesville Approved Tree List in the Land Development Code. Landscaping that is adjacent to streets and sidewalks shall be formal and include shade trees and shrubs that frame these corridors and help to form 'outdoor rooms'."

Condition 27. No parking lot lights and no utility infrastructure (including transformer boxes and underground water or sewer pipes) shall be placed within required parking lot landscape islands.

Condition 28. A master stormwater management plan shall be prepared and approved by the City for each subarea prior to development plan approval within the subareas.

Condition 29. The edges of the stormwater basins along public streets shall be designed to function as linear parks and at minimum will be equipped with basic pedestrian amenities such as picnic tables, benches, trash receptacles, and additional landscaping.

Condition 30. Colors utilized on signs and buildings within the PD shall be consistent with the City's Advisory Color Guidelines.

Condition 31. Except as expressly provided, all signage shall be regulated by the City of Gainesville Land Development Code. All proposed signs shall be classified as a sign type identified in the City's sign regulations and shall meet the maximum sign dimensions, area, and other design standards for that type of sign.

Condition 32. Prior to the establishment of the Redevelopment Plan for the existing Butler Plaza development, any new signage within the Existing Retail area, as shown on the PD Layout map, will be required to conform with all standards within the Land Development Code.

Condition 33. Signage within the new development portion of Butler Plaza (north of Windmeadows Boulevard) shall be regulated based upon the 'Areas' designated on the PD Layout Map. The size and number of signs shall be based upon the street frontage within these areas. Areas FC-1, FC-2, and FC-4 thru FC-9 shall be considered outparcels and regulated according to Land Development Code requirements for outparcel signs. The locations on the PD Layout Map that are designated for common stormwater facilities (SW1 thru SW9) shall not be permitted any signage other than free-standing pedestrian signs.

Condition 34. A total maximum area of 173 square feet of free-standing signage shall be allowed along any street frontage within each 'Area' identified within the PD Layout Map. No individual free-standing sign shall exceed 96 square feet in area.

Condition 35. Signs may only advertise commercial businesses located within the 'Area' where the sign is located.

Condition 36. The Planned Development shall be permitted a total of three Landmark Identification Features – one within the proposed new development area and two within the existing Butler Plaza commercial center. These features shall be limited to a maximum height of 24' and shall only display the name of the development or the area within the development. No commercial signage shall be permitted on a Landmark Identification Feature, and all free-standing signs shall be located a minimum of 50' away. The design and placement of these features shall be subject to development plan approval by City staff or the appropriate reviewing board.

Condition 37. No I-75 Corridor signage will be permitted with this development, and the information related to the proposed I-75 Corridor sign should be removed from the PD Report.

Condition 38. The ground area between three and five feet away from the support base for monument signs shall be planted with appropriate landscaping materials with the intent of creating an aesthetically pleasing and visually compatible landscaped area around the sign.

Condition 39. No freestanding signs (other than pedestrian directory signs and vehicular directional signs) shall be permitted along the 'Main Street' within the Town Center.

Condition 40. The development shall provide at least 100 park-and-ride spaces for transit users. At least 50 park-and-ride spaces shall be provided with a transit transfer station adjacent to SW 62nd Boulevard near the Town Center. The transit transfer station constructed by the owner/developer shall include restroom facilities, bicycle storage, a route map kiosk, and enough bays for 6 buses. The transfer station and associated park-and-ride lot shall be constructed, inspected and approved prior to completion of Phase 1 of the Planned Development. Fifty (50) additional park-and-ride spaces shall be provided adjacent to Archer Road within the existing Butler Plaza development and shall be located based on approval from the Regional Transit System. These park-and-ride spaces along Archer Road shall be established at the time of the first development plan approval within the Planned Development.

Condition 41. The development shall provide an internal shuttle system (operated at developer expense) to encourage a park-once system. This system should at minimum provide shuttle routes between the each of the new destination retail uses, each area of the existing Butler Plaza development, and the Town Center.

Condition 42. Transportation mitigation shall be required consistent with Zone M requirements as shown in the Concurrency Management Element. The owner/developer shall sign a TCEA Zone M Agreement and meet required standards, at a minimum, for the first phase of the proposed development. The owner/developer shall provide for the extension and construction of Southwest 62nd Boulevard as part of the

TCEA Zone M agreement. As additional development phases occur, the developer shall be required to sign appropriate TCEA Zone M agreements.

Condition 43. Any traffic modifications required due to operational or safety issues are the owner/developer's responsibility, and these shall not count towards meeting Concurrency Management Element Zone M requirements.

Condition 44. At the time of development plan review, all developments within the PD shall be required to file with the City an application for a Certificate of Final Concurrency.

Condition 45. The Butler Plaza development shall dedicate up to 120 feet of right-of-way (ROW) along the southern edge of Stormwater-1 (SW-1) as shown on the PD Layout Plan to Alachua County for a roadway, dedicated transit lanes, and Archer Braid trail crossing to connect to the Alachua County SW 30th Avenue I-75 Bridge project shown in the County's Capital Improvements Element under the following conditions:

- a. Alachua County provides, within five years of the adoption date of the associated Planned Development (PD) ordinance, evidence that the bridge project and associated connection south to Archer Road on the west side of I-75 is a financially, environmentally, and politically feasible project (in the form of a fully funded project, completed Project Development and Environment (PD & E) Study, County Commission and MTPO approval);
- b. The value of the dedicated ROW shall be established by appraisal as of the date of the final adoption of the PD ordinance, and the appraised value shall count toward meeting required TCEA Zone M proportionate share requirements;
- c. The developer shall obtain the appraisal at developer cost, and shall provide a copy of the appraisal to the City for review and approval; and, The land dedication shall not occur and the developer shall provide funds equivalent to the appraised value of the land (as of the final adoption date of the PD rezoning ordinance) to the City for the construction of an alternative TCEA Zone M transportation mitigation project or the developer may construct a TCEA Zone M mitigation project of equivalent value if either of the following occurs:
 1. Alachua County has not demonstrated the financial, environmental and political feasibility of the bridge project within five years of the adoption date of the PD ordinance; or,
 2. Alachua County determines, at any point up to five years after the adoption date of the PD ordinance, that the bridge project is not financially, environmentally, and/or politically feasible.

If an alternative transportation mitigation project is required, the City shall consult with Alachua County on the selection of the project, consistent with TCEA Zone M standards as shown in the Comprehensive Plan.

Condition 46. As redevelopment occurs in Subarea 1 of the Butler Plaza development, the developer shall ensure that adequate provision will be made for the future configuration of SW 62nd Boulevard extension from Windmeadows Boulevard

south to Archer Road such that bus rapid transit median lanes and other roadway design features are consistent with the SW 62nd Boulevard cross-section north of this area. This shall be a review criteria for all redevelopment plans in Subarea 1.

Sincerely,

Ralph Hilliard

Ralph Hilliard
Planning Manager

RH:saw

Attachments:

Technical Review Committee Comments

Citizen Letter from Windmeadows LLC

PD Report (including PD Layout Map and PD District Standards)

Supplemental Information from Petitioner, including:

Letter to Plan Board Members from Butler Enterprises

Context Maps (showing adopted SW 62nd Blvd route)

Illustration of Modified Alignment for BRT on SW 62nd Blvd

Project Team Description for Butler Plaza